

## TNCs vs Home/Parcel Delivery Like Apples and Broccoli - Little in Common

	<b>TNCs &amp; Rideshare Services</b>	<b>Home/Parcel Delivery Services</b>
<b>Primary Service – What is Transported</b>	People - with incidental package or parcel	Parcels, Packages and Goods Exclusively – NO passenger transport
<b>Regulatory Oversight</b>	Public Utilities Commission	Colorado State Patrol and Federal Motor Carrier Safety Administration
<b>Last Mile Activity under Current Purview of State Organization</b>	No	Yes with CDOT. Part of the Freight Advisory Council Charge - group has this as a focus area and priority.
<b>Work Force</b>	All independent contractor drivers - no company benefits	Vast majority are employee drivers with health insurance, vacation, sick leave, family leave etc
<b>Insurance Requirements</b>	The PUC requires TNCs to have \$100,000 overall coverage and \$30,000 in property damage. TNC does have coverage when passenger in vehicle of \$1 million	Most home delivery companies (UPS, FedEx, Walmart, etc) are deemed interstate carriers because they operate in various states. The law requires that they have \$750,000 for bodily injury and property damage.
<b>Driver Requirements</b>	Basic driver's license – Class C	Class A, B, or a CDL which are commercial vehicle driver licenses and require a special test.
<b>Drug and Alcohol Testing of Drivers</b>	Not required	Testing at initial job application and ongoing random drug and alcohol tests of drivers are required. Substantial penalties for testing positive while driving a commercial vehicle.
<b>Fees and Taxes</b>	Flat annual fee to PUC for overall TNC company – no specific fee per vehicle	Numerous fees. Higher registration fees based on different vehicle weights, Unified Carrier Registration fees for many of these fleets (proof of insurance), certain access, permit fees
<b>Vehicle Safety inspections and Reviews</b>	Initial vehicle safety inspection and an annual one for the following years	Annual vehicle safety inspection required. Random roadside safety inspections, terminal safety inspection audits, and port of entry inspections for certain size vehicles
<b>Environmental Requirements</b>	Most vehicles are gasoline powered automobiles subject to gas vehicle emission/fuel standards	Most vehicles are diesel with some natural gas and limited # of gas units. Being diesel they have different fuel and emission requirements.
<b>Vehicles Used for Providing Service</b>	Passenger vehicles with almost all of them being automobiles or SUVs which are 5,000 lbs or less.	Primarily package trucks (mostly box trucks or greater) with most being Commercial Motor Vehicles (CMVs) which are 10,000 lbs or greater. No passenger transport vehicles.
<b>Law Related to Barring the Use of Handheld Devices While Driving</b>	No law	Commercial drivers face substantial fines and penalties under federal law for using a cell phone or texting while vehicle is moving
<b>Scheduling/Dispatch</b>	Pickup/delivery dictated by user or customer.	Package/delivery is dictated by shipper in conjunction with customer. Package transporter is "middle man" with limited discretion